



Caribbean Championship

VISS # 4

USA Sailing Series Event no. 4

26-28 April 2013

The International Melges 32 Class Association (IM32CA),
in collaboration with the Melges 32 North American Fleet (M32NA)

is the Organizing Authority (OA),
supported by Melges USA (MUSA).

Peter Island Resort & Spa

www.melges32.com

SAILING INSTRUCTIONS

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 No national prescriptions will apply.
- 1.3 The Equipment Rules of Sailing (ERS), Part I – Use of Equipment, will apply.
- 1.4 The “class rules” for the purposes of the definition of “rules” are the International Melges 32 Class Rules (IM32CR).
- 1.5 International Melges 32 Class Rules (IM32CR) Section H (EVENT RULES) including all subsections (H.1-H.8) will apply.
- 1.6 Video and/or photographs shall not be used as evidence at protest or request for redress hearings. This changes RRS 63.6.
- 1.7 Class Rule C.1.1 (b) is changed as follows:
(b) RRS 49 is changed to read:
49 CREW POSITION
49.1 Competitors shall use no device designed to position their bodies outboard, other than hiking straps, stiffeners worn under the thighs and the lower lifeline as described in rule 49.2.
49.2 Lifelines shall meet the tautness requirements in the Class Rules.
Competitors shall not position any part of their torsos outside the lifelines, except briefly to perform a necessary task. However, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.
- 1.8 Class Rule C.6.1 (q) shall apply and reads as follows:
(q) When pushing down hard on the lower lifelines the lifeline shall when measuring from the deck to the top of any padding on the lifeline not measure less than 100mm in the lowest position between the after most stanchion and the middle stanchion. Shock cord may be added to the lower lifeline to pull the lifeline

- tight when no pressure is applied. The aft lower spectra section must be taut. The upper lifeline shall not deflect more than 50mm in any one spot when pushing down hard on the lifeline at the midpoint between any two stanchions.
- 1.9 Wind Limits - In accordance with IM32CR H.4.3(a), races will not be started when the Race Committee deems that winds are consistently at or above 25 knots or gusting to 28 knots and above. If a race has been started and the wind increases to 25 knots and above, it remains at the discretion of the race committee whether or not to abandon the race. Races will not be started unless winds are consistently above 5 knots at the time of the start.
- 1.10 The protest committee may impose suitable penalties, other than disqualification, for violations of the Class Rules, or other non-Part 2 rules. This changes RRS 64.1(a).
- 1.11 If there is a conflict between languages the English text will take precedence.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board(s) located at Peter Island Resort & Spa.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed at the flag pole at Peter Island Resort & Spa. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP. This changes Race Signals. When flag Y is displayed ashore, rule 40 applies at all times while afloat except for brief periods while changing or adjusting clothing. This changes the Part 4 preamble and rule 40.
- 4.2 Flag B (BRAVO) hoisted with one sound signal means 60 minutes before the end of the protest time limit. When lowered with one sound means "Protest time has ended". This changes RRS race signals.

5 SCHEDULE OF RACES

- 5.1 Dates of racing:

Day	Date	Time	Event
Thursday	25 April	0900-1700	Registration & Weigh-In
Friday	26 April	1100	First Warning signal, more races to follow
Saturday	27 April	1100	First Warning signal, more races to follow
Sunday	28 April	1100	First Warning signal, more races to follow

- 5.2 Ten (10) races are scheduled. The RC may conduct as many as 3 races each day. The O.A. and/or the R.C. reserve the right to modify the program due to weather conditions or other causes.

- 5.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 5.4 On the last day of the regatta no warning signal will be made after 1430.

6 CLASS FLAGS

The Class flag will be the Melges 32 class insignia in blue on a white background. Numeral pennant #1 may be substituted for the Melges 32 class flag.

7 RACING AREAS

The racing area will be in the water near Peter Island. (See SI Addendum A.)

8 THE COURSES

- 8.1 No later than the warning signal, the race committee signal boat will display the course, approximate compass bearing and distance of the first leg. Failure to broadcast or to receive this notification will not be grounds for a request for redress. This changes 62.1(a).

The course will be displayed vertically as follows:

Example:	5	Course
	300	Approximate magnetic bearing to Mark 1
	1.5	Approximate distance to Mark 1. (nautical miles)

- 8.2 Courses:

3	3 legs	Start-1-1a-Gate (2P/2S)-Finish (upwind)
4	4 legs	Start-1-1a-Gate (2P/2S)-1-1a-Finish (downwind)
5	5 legs	Start-1-1a-Gate (2P/2S)-1-1a-Gate (2P/2S)-Finish (upwind)
6	6 legs	Start-1-1a-Gate (2P/2S)-1-1a-Gate (2P/2S)-1-1a-Finish (downwind)
7	7 legs	Start-1-1a-Gate (2P/2S)-1-1a-Gate (2P/2S)-1-1a-Gate (2P/2S)-Finish (upwind)

- 8.3 Marks 1 and 1a shall be rounded to port. Mark 1a is an offset mark and will be positioned to port of Mark 1.
- 8.4 Gate Marks:
- (a) If only one leeward mark is set, boats shall round the single mark to port.

- (b) Except when there is a change of course, the gate will be positioned to windward of the RC Signal Boat.
- (c) The gate may be set after the starting signal.
- 8.5 Except when there is a change of course:
 - (a) the finish for courses 4 and 6 will be to leeward of the gate
 - (b) the finish for courses 3, 5 and 7 will be to windward of Mark 1.

9 MARKS

9.1 Description of the Marks:

	Original Marks	New Marks per SI 12
Mark 1	Yellow cubes	Orange tetrahedron
Mark 1A	Yellow tetrahedron	Orange tetrahedron
GATE (2P/2S)	Red Cylinders	Red Cylinders
Start/finish	RC boats or RC boat and an inflatable mark	RC boats or RC boat and an inflatable mark

- 9.2 The starting marks will be race committee boats or a race committee boat and a nearby yellow inflatable mark.

10 Intentionally Left Blank

11 THE START

- 11.1 The RC signal boat will display code flag L (LIMA) with one sound as it departs the harbor.
- 11.2 The starting line will be between the staffs displaying an orange flag on the starboard end signal boat and the port-end starting mark boat. In the event that the port-end mark boat is not on station, it will be replaced by an inflatable mark.
- 11.3 Individual recalls and boats disqualified under RRS 30.3 will be broadcast on VHF channel 72 using bow/sail numbers. This is in addition to and changes RRS 29.1 and 30.3.
- 11.4 The RC will broadcast the bow/sail numbers of all boats observed to be OCS at the start twice; it will not alter the list based on a boat's actions subsequent to the start.
- 11.5 Failure of the RC to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 11.6 If the port end is a RC boat, individual and general recall flags will be displayed by both RC starting line boats
- 11.7 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2 Except at a gate, boats shall pass between the race committee boat signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1.

13 THE FINISH

- 13.1 For downwind finishes, the finishing line will be between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby race committee boat or an inflatable mark. The finishing line will be located to leeward of the leeward gate.
- 13.2 For windward finishes, the finishing line will be between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby race committee boat or an inflatable mark. The finishing line will be located to windward of the windward mark.
- 13.3 If the race committee intends to start another race on the same day, it will display flag R (Romeo) (with no sound) while boats are finishing.

14 PENALTY SYSTEM

- 14.1 IM32CR H.4.1 (a) is CHANGED to read:
 - RRS 44.1 is changed to read:
 - 44.1 Taking a Penalty
 - (a) A boat may take a Two-Turns Penalty when she may have broken a rule of Part 2 while racing within the zone of a mark.
 - (b) A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 while racing outside the zone of a mark or rule 31.
 - (c) However, if a boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.
- 14.2 RRS 44.2 is changed to read:
 - 44.2 One-Turn and Two-Turns Penalties
 - After getting well clear of other boats as soon after the incident as possible, a boat takes a One- Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. However, unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or penalties on the offset leg may be delayed and taken as soon as possible on the downwind leg. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

- 14.3 Penalty Declarations – A boat that has taken a penalty turn(s) in accordance with SI 14.1 shall complete the Penalty Declaration form available at the race committee desk before the end of the Protest Time Limit.

15 TIME LIMITS AND TARGET TIMES

- 15.1 The target time for races is 50 to 70 minutes. Failure to meet the target time will not be grounds for a request for redress. This changes RRS 62.1(a).
- 15.2 Boats still racing more than 30 minutes after the first boat to sail the course in accordance with RRS 28.1 finishes will be scored TLE (Time Limit Expired) without a hearing. A “TLE” score shall be two more points than the number of boats that have finished within the time limit. This changes RRS 35, 63.1, A4 and A5. The race committee will lower the blue “on station” flag with a long sound when the finishing window is closed.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the Peter Island Resort & Spa Race Committee Desk. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.2 Written protests and requests for redress or reopening shall be submitted to the protest committee secretary at Peter Island Resort & Spa as soon as possible, but not later than one hour after flag B (BRAVO) is hoisted – SI 4.4. This will be hoisted as soon as practical as the boats return to the harbor at the discretion of the RC. The time limit for filing a protest will be posted on the official notice board at or before the hoisting of flag B.
- 16.3 Protest notices will be posted as soon as possible on the official notice board. Protest hearings will take place at Peter Island Resort & Spa as soon as possible after the notices are posted. The protest committee will attempt to hear protests in the order of receipt. Representatives of yachts who are parties to a hearing shall remain on call in the vicinity of the protest rooms.
- 16.4 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5 Breaches of SI 19, 22, 24, 25, 26, and 27 will not be grounds for a protest by a boat. This changes RRS 60.1(a). The protest committee may impose penalties for these breaches less than disqualification. The scoring abbreviation for a discretionary penalty imposed under this instruction will be “DPI”. This changes RRS 64.1.
- 16.6 RRS 63.5 is changed by adding, “A protest involving contact may be heard by the protest committee even though the requirements of RRS 61.1(a) and 61.3 have not been fulfilled.”
- 16.7 On the last scheduled day of racing, a request for reopening a hearing shall be delivered:
- (a) Within the protest time limit if the requesting party was informed of the decision on the previous day;

(b) No later than 30 minutes after the requesting party was informed of the decision on that day.

(c) If no races are held on the last scheduled day of racing, within one hour after racing has been abandoned.

This changes RRS 66.

- 16.8 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 16.9 If the race committee posts a list of boats scored OCS, ZFP or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes the first sentence of RRS 62.2.
- 16.10 In the case of a protest, the representative from each yacht that attends the protest in the protest room shall be the owner or the Group 1 driver. Group 3 sailors from the boat protesting or the boat being protested are not allowed in the protest room or to be in contact with the representative in the protest room. Group 3 sailors from other boats may be allowed in the protest room as a witness.

17 SCORING

Per IM32CR H.4 (Scoring), the Low Point Scoring System of RRS Appendix A2 will apply, changed as follows:

- (a) Three races are required to be completed to constitute a series.
- (b) When fewer than six races have been completed, a boat's series score will be the total of her race scores.
- (c) When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

This changes RRS Appendix A2.

18 SAFETY REGULATIONS

- 18.1 A boat that retires from a race, leaves or returns to the racing area between races shall notify the RC as soon as possible.
- 18.2 Before the warning signal of the first race each day, each boat shall sail on starboard tack past the stern of the race committee signal boat displaying flag L (LIMA) and hail her bow number until acknowledged by the race committee by repeating the boat's bow number.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Substitution of competitors will not be allowed without the prior written approval of the race committee and IM32CA Administrator Joy Dunigan for the race to which it applies.

- 19.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the race committee at the first reasonable opportunity.

20 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or the measurer to proceed immediately to a designated area for inspection.

21 ADVERTISING, BOW NUMBERS, IDENTIFICATION/EVENT STICKERS

- 21.1 Boats shall display bow numbers at all times while racing.
- 21.2 If provided, event bow stickers will be provided by the OA and shall be attached to both sides of the boat's hull at all times while racing. The instructions as to position will be supplied by the OA at registration. It is the responsibility of the crew to ensure the numbers and stickers remain on the boat and obtain replacements as necessary.

22 OFFICIAL BOATS

- 22.1 Official boats will be marked as follows:

Official RC boats	Blue race committee flag
Press boats	White flag with navy blue "PRESS" or "VIP"

- 22.2 All press and official spectator boats shall be registered with the OA during Check-in.
- 22.3 Press and spectator boats shall not interfere with the racing in any way and shall stay at a distance outside the race course where their wake causes no problem.
- 22.4 The OA may appoint one or more press and photo boat(s) that may be allowed within the race course. The position or effects of this boat(s) shall not be grounds for redress. This changes RRS 62.1.
- 22.5 Press and spectator boats may be required to display an identification flag, which shall be supplied by the OA.

23 SUPPORT BOATS

- 23.1 Restrictions on Support Boats shall apply as described in International Melges 32 Class Rule H.5 OUTSIDE ASSISTANCE.

A boat shall receive no outside assistance from: support boats, cell phone or radio communication, visual or vocal signaling, transfer of equipment or victuals or otherwise once she has left the dock for the day until she has

finished the last race of the day, except in the case of emergency, or motor problems that cause the boat to not make her way to the starting area. If in the case of a motor problem, the boat shall make every attempt to fix the problem prior to the next day's racing and shall make the boat available for inspection by the protest committee, race committee or class representative. Individual coach or support boats shall not approach closer than 300 feet to any boat that is racing, except at mark roundings or the finish line where they shall not approach closer than 100 feet upwind of the windward mark or downwind of the leeward mark, and extensions of the finish line. At the warning signal for the start, individual coach or support boats shall leave the area being used by the racing boats and may station themselves outside of either the pin or committee signal boat, but no closer to either end than 100 feet.

- 23.2 Video and photos taken from any support and/or coach boat, or spectator boat shall not be used as evidence at protest hearings. This alters RRS 63.6.
- 23.3 The penalty for infringing this rule shall be assessed at the discretion of the protest committee. This rule is not intended as a deterrent to social interaction before and between races.
- 23.4 Only support boats that have registered with the OA and carry identification provided by the OA will be allowed in the racing area.

24 TRASH DISPOSAL

Boats shall not put trash in the water.

25 HAUL-OUT RESTRICTIONS

- 25.1 All competing boats shall be afloat by 17000 on Thursday, April 25, 2013.
- 25.2 Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

26 RADIO COMMUNICATIONS

- 26.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 26.2 The race committee will use VHF radio to communicate to the fleet, including the location of the starting area, countdown to the start, OCS bow/sail numbers, General Recalls, Abandonment and Postponements. The timing of such hail, the sequence of the hails, or the failure to make, or for the competitor to hear, such an announcement shall not be grounds for a request for redress. This changes RRS 62.1(a).
- 26.3 VHF channel 72 will be used to communicate with competitors.
- 26.4 Each competing boat shall carry a VHF marine radio capable of transmitting and receiving VHF channels 09, 16, 22A, 69, 71, 72 and 73.

27 PRIZES

- 27.1 Prizes will be awarded to boats placing first through third overall.
- 27.2 A prize will be awarded to the best boat that has an all Corinthian crew.
- 27.3 Other prizes may be awarded at the discretion of the OA.

28 DISCLAIMER OF LIABILITY

- 28.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

29 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$ 300,000.00 per event or the equivalent if expressed in other currency. Proof of insurance shall be provided upon request.

30 CAMERAS & ELECTRONIC EQUIPMENT

Boats may be required to carry cameras, sound equipment or positioning equipment as provided and specified by the OA.

31 MEDIA RIGHTS

Each participant shall acknowledge that all media and commercial rights belong exclusively to the OA and the IM32CA and shall grant to the OA and IM32CA the unrestricted right and permission to use and publish any biographical information, text and images arising from the regatta including name, voice, image, likeness, biographical material as well as representations of the boats in any media worldwide (being television, print and digital media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the event and the participants in the regatta. The OA will exercise these rights in its sole discretion or as it may agree with the event sponsors. Unless previously authorized by the OA or IM32CA, participants shall not reproduce, publicly communicate or distribute images of the race in any way or form.


32 LAUNCHING AND BERTHING

- 32.1 Each team is responsible for making its own arrangements for launching/hauling, trailer storage, work trailer storage, RIB/support boat and trailer storage and docking.
- 32.2 Information about other support facilities in the area will be posted on the regatta website.

33 COMPETITOR CONDUCT

All owners are responsible for their crew's conduct and shall at all times exemplify the MELGES 32 CLASS MISSION STATEMENT and CODE OF CONDUCT. Failure to do so is grounds for disqualification.

34 RACE OFFICIALS

<p>Principal Race Officer: Hank Stuart ISAF International Race Officer hstuart8m@gmail.com P (Mobile): 585-414-6105</p> 	<p>IM32CA Administrator: Joy Dunigan North American Fleet Secretary joy.dunigan@melges32.com P (Office): 912-756-6706 P (Mobile): 912-398-5776</p>
<p>Race Committee personnel and equipment provided by: The Royal BVI Yacht Club www.royalbviyc.org</p>	

Addendum A (not to be used for navigation)

